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THE JOURNAL

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FOR SALE-Bleyeles, \$45, \$50, \$70. Cash or payments. Ladies' and gents' second-hand wheels cheap. Bicycle repairing. Punctures, 25 cents. W. VANDERPOOL, 226 East Washington street.

FINANCIAL. LOANS-Meney on mortgages. C. F. SAYLES, 75 East Market street. TODD, 6 Ingalis Block. LOANS-Sums of \$50) and over: C. E. COFFIN & CO., 50 East Market street.

MONEY-To toan on Indiana farms. Lowest rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville, Ind. market rate; privileges for payment before due. We also buy municipal bends. THOS.-C. DAY & CO., Rooms \$25-230, third floor Lenicke

WANTED-MALE HELP. ED-An filed, Who can think of s they may bring you wealth. Write JOHN WED-DENBURN & CO., patent attorneys, Washing-on, D. C., for their \$1,500 prize offer and list of ventions wanted.

ANTED-foung men and ladies to learn bar-er trade in eight weeks; day and night class, sitions gus, anteed. Tools furnished free; con-ent practice each day. For particulars call or dress INDIANAPOLIS BARBER SCHOOL, WANTED—Apprentices for barber trade. Only eight weeks required to complete. Constant practice furnished. Complete outfit of tools donated, each student. More experience in two months than in shops in two years. Can earn wages Saturday's while learning. Methods new and practical, Over 1,000 men shave daily at our school. Steady situation guaranteed graduates. CHICAGO BARBER SCHOOL, 233 South Clark street. Send for free illustrated catalogue.

WANTED-AGENTS.

GENTS WANTED-Life of McKinley and Mo-bart, and all previous candidates. Price, \$1.50; rms, 56 cents; outfit, 15 cents. UNIVERSAL OOK CO., Philadelphia, Pa. AGENTS WANTED—libistrated and Dramatic History of the St. Louis Cyclone, Graphic ac-count of thath and devastation. Price Is cents. Terms free. BARCLAY & CO., Cincinnati, O. WANTED-A bonance for agents. Murat Haistend's great filestrated book, "Cuba's Struggle for Freedom." Agents coin money. Outfit free to workers. NATIONAL PUBLISHING COMPANY, Lakewide Building, Chicago, Ill. AGENTS WANTED—For life of McKinley, by Murat Halatead; only authorized edition. Get the best. Big terms and great premiums offered. Send 15 cents for outfit and campaign chart, 16222 inches, six colors, Address KEELER & KIRKPATRICK, 626 Arch street, Philadelphia, Pa.

HELP WANTED-An old established popular natural premium New York Life Insurance Company is prepared to receive applications from competent persons to represent the company on State agency terms. Liberal commissions to good men. Address SUPERINTENDENT, Box

Porter, the noted journalist and for enty years the infinate friend of Mcnley. Absolutely the only authentic life McKiney published, and the only work thas received the indorsement of Major. Kinley. A gold mine for five, active workers, thest commissions. Order outfit new. Send 20 its (stamps taken) for outfit, which will be unded with first order if for only one book arges prepaid, leaving profits clear. Don't it until others cut you out. THE N. G. HAMron Publishing Co., 155 Arcade, Cleved, O.

WANTED-MISCELLASEOUS WANTED-Wall fixtures for drug store. Must be good and at a reasonable price. Answer at New Donison Hotel, Wednesday, June 24. E. J.

TUATION WANTED-By first-class couch-man; married; no children; understands the are of fine horses and carriages; careful driver ad good gardener; wife a No. 1 cook and house-ter; thy references. Address B. A., care CD lavest your money in \$100 shares of can Fruit Company. Will pay you \$15 to y year, each share. Annual profits from

SALE-HORSES AND VEHICLES

SALE-Harness, \$12.50; for survey or buggy.
own hand-made. They are well worth \$13.
VANDERFOOL. 225 East Washington

33H S POR RENT.

HENT-Handson- brick house, Home avenue and Pennsylvania street, ately. Inquire at 601 North Delaware.

BUILDING AND LOAN.

Loun Association will be held June 24. Estrom 7 to 3:30 p. m., at No. 202 Flast Washing on atreet, for the purpose of electing directors.

R. M. PADLEY, President.

USB AL-Italian method of singing; voice posted free. Foundation work for vocal teach. Also, lessons in advanced work. MISS EDD, When Block. LEGAL ADVERTISEMENTS.

Pourd of Control of the Central Indiana is for the Insane will receive sealed pro-up to Friday, June 26, at 19 a. m., for hing a full line of supplies for the month tehouse, Iron and after Monday, June 22, 1896.
By Order of Board of Control.

NOTICE TO CONTRACTORS.

is hereby given that senied proposals received by the County Commissioners of unty, Indians, until 12 o'clock (noon), at rthouse, in the city of Brazil, said counside, on Tuesday, the 1th day of July, 1856, for the improvement of a certain Posey township, Clay county, In-known as the J. C. Wardlaw road, the of seven to miles and 4.284 feet, talk highway in Brazil and Posey s submitting proposals for performance work will be required to accompany same and in double the amount of their bid for

ad for all labor and board of laborers emeject any and all bids;

resaid have hereuale set their bands the seaf of the Commissioners Court my, at the courthouse in the city of 10th day of June. A. D. 1896. HOBERT H. TOUBERT,
Board of Commissions

MEEK-Sabina, died 0:30 Sunday night at resi dence, 17 Agnes street. Funeral to-day from St. Bridget's Church. Friends invited. MULLIER-Ervin Andrew, son of A. J. and Nora Mullier, age three months, died Monday at 1:05 p. m. Funeral Tuesday at 2 p. m. from residence, 205 East McCarty street. Friends in-

> FLANNER & BUCHANAN-172 North Illinois street. Lady en ladies and children. Of open. Telephone 641. embalmer, for Office always

FUNERAL DIRECTORS.

L'IST-Pocket-book containing Pennsylvania and Big Four mileage books and other valuable pa-pers. A reward if returned to R. C. CRAIG, 75 West Washington street.

BUSINESS CHANCE. BUSINESS CHANCE-\$250 invested earns \$85 weekly. Prospectus, proofs free. F. DALY, 1293 Broadway, New York. BUSINESS CHANCE—Invest your money in \$100 shares of American Fruit Company. Will pay you \$15 to \$5 every year, each share. Annual profits from fruit of 160,000 earliest Georgia peach, plum, pear and grapes. Shares payable only 50 cents a week. Subscribe now. ROOM 3, No. 36 West Washington st., Indianapolis, Ind.

ANNOYING TO SCALPERS

TOO MANY COUPON TICKETS IN THE HANDS OF THE FRATERNITY.

An Important Decision Against the Monon, Involving \$600,000-The Panhandle Differentials.

The method which the roads in the Western Passenger Association adopted on the first of the year, requiring roads in the association to redeem all tickets found on the market, is not working satisfactorily. While it is admitted that it is doing more to prevent the manipulation of tickets than any former plan, and there is no disposi-Years, 6 fier rent., on 480 acres; heavy timber; roads might be better protected against RUSSELL. Mound Valley, Kan. To remedy as far as possible such use of coupon tickets at the next meeting of the adopted: The Western Passenger Association lines respectfully give notice that any upon the market they are subject to redemption at the tariff rate from such the continued sale of tickets over these lines thereafter shall constitute an accept-ance of these conditions, and that these lines at the same time cordially assume the rendy to similarly redeem of their connec-tions upon the same terms any tickets of the issue of these lines found upon the market by connections and disturbing their

> Hot Water Motor to Be Tested. Chauncey M. Depew stated 'yesterday week with a hot-water motor, which certain officials of the New York Central railroad, who have the matter under their supervision, confidently believe will revolutionize traffic on railroads. "I expect soon said Mr. Depew, "and until then I can say nothing further, except that I hear that the experiments have been highly success-ful. Should the new motor prove to be the success predicted for it, it will probably be first used in the suburban traffic of the

Grand Central." The great merit of the new motor is said to be in its cheapness. The new power is hot water under enormous pressure, stored in supply boilers and then charged under the same pressure in the battery cylinders of the motor. The experimental motor stands on a sidetrack, and on a parallel rack is a freight car fitted up as a boiler track is a freight car fitted up as a boiler house. In the freight car are two vertical boilers, the latter being eight feet in height and six feet in diameter. In the middle of the large boiler is a great copper coil. Two iron pipes project from the side of the freight car, and are connected with socket couplings to pipes in the motor car alongside. The hot water is run through these pipes into the motor car's battery cylinders, and then the motor is ready to start.

Likely to Be Granted.

will take concerning differentials as to the Panhandle lines on passenger business beween Jersey City and Chicago will be known in a day or two. The impression ter to be placed before the board of arbitration of the Joint Traffic Association. The subject is one of great importance, and it is thought that the managers may refer the matter direct to the arbitrators without action. In official circles it is held that the Pennsylvania's claim for an allowance over its longer route to Chicago is borne out by justifiable conditions in view of the bulk of the east, and west-bound business handled via Buffalo. Just what character of relief will be granted that company is yet a matter of conjecture, but it is considered certain that its request will be favorably considered in some form or other. The board of managers of the Joint Traffic Association, who last week adjourned after hearing the arguments of General Passenger Agents Wood and Ford, of the Pennsylvania lines; General Passenger Agents Scull, of the Baltimore & Ohio; Homer, of the Nickel-Baltimore & Ohio; Homer, of the Nickel-plate; Ruggles, of the Michigan Central, and Smith, of the Lake Shore, on the dif-ferential question, will meet again to-day.

In Favor of the Bondholders. At Cincinnanti yesterday the United States Court of Appeals reversed the decision of the lower courts in nineteen cases against the Louisville, New Albany & Chicago Railroad Company. This is an Indiana corporation, but is also organized under the laws of Kentucky. The directors, at a meeting held at Louisville, guaranteed bonds of the Richmond, Nicholasville, frvine & Beattyville road for \$1,185,000. The stockholders did not approve the action of the directors. The lower court held that the directors act was illegal, but the Court of Appeals holds that the action is legal under the laws of Kentucky and binds all the property of the company in Kentucky, for all purchasers of the bonds, and also binds the property of the company in Indiana for all innocent purchasers of the bonds. About \$600,000 of the bonds are thus declared good.

East-Bound Shipments.

of last year. The roads carried tonnage as follows: Michigan Central, 5.979; Wabash, 7,729; Lake Shore, 7,918; Fort Wayne, 7,002; Panhandle, 5,746; Baltimore & Ohio, 4,645; Grand Trunk, 6,684; Nickel-plate, 6,484; Erie, 6,741; Big Four, 2,627. The tonnage was made up of the following articles: Flour, 2.855; grain and mill stuffs, 26.449; provisions, lard, etc., 11.306; dressed beef, 9.151; flaxseed, 597; butter, 2.126; hides, 1.750; lumber, 3.250; miscellaneous 1.136.

8. B. Fisher has been appointed chief agineer of the Missouri, Kansas & Texas.

and of the Vandalia, has, with his family, gone to the White mountains to spend a

The heads of departments on the Big Four system will to-day hold their regular monthly meeting in St. Louis. The Big Four is distributing one hundred carloads of gravel a day between Zions-ville and Lebanon and west of Colfax. For the first time in four years the Chl-cago & Alton general machine shops are running full time and full handed. W. K. Bellis, general manager of the Railway Officials' and Employes' Associa-tion, has gone to New York to be absent a

J. B. Eckman, secretary of the weighing and inspection bureaus, has gone to Lexington, Ky., to attend the funeral of a friend. President Ingalls, of the Big Four; Caldwell, of the Lake Shore, and Ledyard, of the Michigan Central, will be in New York this week.

The Wabash earned in the second week of June \$225,962, against \$223,306 in the corresponding week of 1895, and against \$189,-914 in 1894. Charles Peck has been re-elected general manager of the Texas Car Service Association, which in the year closing May 31 handled 550,539 cars.

The net earnings of the Chesapeake & Ohio the first ten months of its fiscal year were \$2.714.761, against \$2,587,222 in 1895, and against \$2,622.400 in 1894. To-day the Big Four and the Vandalia will put on a parlor car each way via Colfax, between Indianapolis, Lake Maxin-kuckee and South Bend.

George Medsker, the new general agent of the Big Four at Cincinnati, was in the city yesterday for a conference with Gen-eral Superintendent Van Winkle. The Illinois Central last week placed an order with the Wells-French company for 500 coal cars and with the United States Car Company for 300 refrigerator cars.

On June 28 the new schedule on the Pennsylvania road to Atlantic City will go into effect, and there will be ten express trains daily to the New Jersey seashore resorts. T. C. Peck, chief clerk of General Pas-senger Agent Fisher, of the Columbus & Hocking Valley, who was injured at the Buckeye collision, is beginning to improve. It is stated that President Hill, of the Great Northern, has under contemplation the reorganization of the entire working force of the general offices of the company. George Clarke, passenger car distributor on the Big Four, has accepted an impor-tant position in the transportation depart-ment of the Louisville, Evansville & St.

G. W. Johnson, trainmaster of the Lake Shore at Detroit, has been transferred to Cleveland. The Detroit office has been J. A. Barnard, general manager of the

Peoria & Eastern, states that he expects that work will be begun on the company's new shop at Urbana. Ill., within the next sixty days. Penn township, Jay county, Indiana, yesterday voted a subsidy of \$17,000 to the Indiana Central railroad. This makes \$198,000

aid for sixty-five miles of road, and insures the construction of the line. The 1,200 employes in the Wagner car shops on Saturday had an excursion to Lake Cananadaigua, the proceeds of which were given for the benefit of the Railroad Mens' Hospital at East Buffalo.

The Texas Midland has placed an order with the Schenectady locomotive works for seven passenger locomotives of the same type as the last twelve purchased by the Big Four for its passenger service. The commissioners of the District of Columbia have appointed Wm. S. Bronson, son of H. M. Bronson, assistant general passenger agent of the Big Four, one of the commissioners to represent the govern-ment at the Tennessee centennial exposi-

On July 1 J. T. Donevan, a former Illi-nois Central man, will take the commer-W. S. Benson, formerly with the Chesapeake & Ohio Southwestern, has been appointed commercial agent of the same company at Dubuque.

The reason assigned by the Cincinnati, Hamilton & Dayton for putting on a new line between Cincinnati and Chicago via Roachdale was that the fast train 40, arriving here at 11:45 a. m., had no Chicago connection. Now four of their trains have a Chleago through car west bound.

Judge W. B. Thomas, commissioner of the Southern States Passenger Association, has resigned, to take effect July 1. A strong effort will be made to induce the Judge to withdraw the resignation, as never before have the affairs of the assolation been so harmoniously managed as uring his incumbency.

The passenger department of the New York Central has just issued No. 8 of its four-track series entitled "Two to Fifteen Days' Pleasure Tours." and it is replete with information for pleasure seekers so arranged that any person can select a trip to suit time and purse. The Ohio Falls car works at Jefferson ville, Ind., yesterday began work in the passenger department and will first build eight coaches for the Georgia & Alabama road. In the freight car department the company is rebuilding 600 cars for the Balmore & Ohio Southwestern.

In making up the fall and winter time table the Pennsylvania, the Chesapeake & Ohio, the Illinois Central via Louisville and the Southern Pacific will unite in putting on a train between New York and San Francisco, making it the fastest regular train ever run between the Atlantic and

Train 32. over the Louisville. New Albany & Chicago, which is scheduled to run from Indianapolis to Chicago in five hours and thirty minutes, on Friday made the run in four hours and twenty-four minutes, making the stops required. It is said to have been the best run ever made between the two terminals by a regular train.

The new train from Indianapolis to Roachdale, put on by the Indiana, Decatur & Western is scheduled to cover the thirty-six miles in fifty minutes, but the two first days the train got off a little late and the thirty-six miles on Sunday and yesterday were covered in forty minutes. The through car yesterday had six Chicago pas-

The American Railway Master Mechanics' Association, R. C. Blackall, of "Albany, president, began its twenty-ninth annual meeting in Saratoga yesterday. The reports of Secretary Angus Sinclair, of New York city, and Treasurer O. Stewart, of Oldtown, Me., were presented. Committee reports were then taken up.

The fast train service of the Chicago & Northwestern and the Union Pacific be-tween Chicago and the Pacific coast has been in operation six months. Business has increased, and it has been demonstrated that even faster time can safely be made, and measures for reducing the time several hours are now being considered. It is related of the late W. G. Watson that while he was a telegraph operator he one day telegraphed the superintendent of the Hudson division of the West Shore road for a pass. The official threw the telegram in the waste basket with the remark. "That young man will ask for my job next." and seven years later he suc-

seeded as superintendent the man who tropped that remark. An item when originated in Cincinnati, stating that the Big Four had contracted with the Richmond locomotive works to rebuild sixty freight locomotives into compound engines, has this foundation: The Richmond locomotive works are to furnish the compound feature of six freight locomotives and they are to be converted from simple to compound engines at the com-

pany's shops at Brightwood.

The executive committee of the International Association of Ticket Agents, consisting of W. F. Hambright. Lancaster, Pa.; Col. J. A. Robbins, Chicago: J. A. Little. Philadelphia. Pa.: J. J. McCormick, Pittsburg: C. W. Morgan. Boston, met Yesterday at Chicago and decided to hold the next convention of the association at San Antonio. Tex., March 10. After the adjournment of the convention a side trip to the City of Mexico will be taken.

The Lake Eric & Western railroad reports gross carnings for April of \$285,823, an increase of \$223 as compared with the same month of last year, and net \$121.249, an increase of \$251. For the four months ending April 30 the gross earnings were \$1.124,675, an increase of \$13.767 as compared with the corresponding period of last year, and net \$496,264, a decrease of \$3.285. Fixed charges were \$231,737, leaving a surplus of \$264,527, a decrease of \$4.522. When the Illinois Central comes into full possession of the Chesapeake, Ohio & Southwestern a new transcontinental route will be established by that road and the

Southern Pacific. The Illinois Central will make through connections at Louisville with trains from New York and make close connection with the South Pacific Sunset toute at New Orleans for San Francisco. It is claimed for this route that it will be the fastest between the Atlantic and Pa-Western roads have agreed to lend the Canadian Pacific all the aid they can in securing recognition from the trunk lines of the differentials of the Canadian Pacific

via the Port Arthur route. These differentials were recognized more than a year ago by the Western roads in order to get the Canadian Pacific into the Western emigrant

consisting of the engine, a passenger car and two gondolas laden with Iron was made up. The train went down the Turtle Creek railroad, which is fully equipped with electrical appliances, at a rate of speed surprising to all. The engine is equipped with a Westinghouse airbrake, which is operated by a separate motor, thus allowing sudden starts and stops to be made without annoyance. The train ran to Turtle Creek and return, reaching a speed of fifty miles an hour without apparent effort. The general verdict of the visitors was that the engine verdict of the visitors was that the engine could do all that was claimed for it, the only point of objection being as to economy and the location of the power houses. The latter was answered by the statement that only twenty power houses would be needed to operate the Pennsylvania Central from Pittsburg to Philadelphia, President Roberts, of the Pennsylvania: Vice President Pugh, General Manager Prevost, Chief Engineer Brown, Chief of Motive Power Ely, Superintendent of Motive Power Wallace and about twenty other Pennsylvania officials witnessed the test.

THE STRAWBOARD CASE

LITTLE IMPORTANT EVIDENCE PRO-DUCED BY THE WATER COMPANY.

small Boys Who Heard a Loud Noise That Might Have Been Caused by Dynamite.

The long delayed case for contempt court against the managers and employes of the American Strawboard Company at Noblesville, preferred by the Indianapolis violation of the injunction issued by the federal court in 1893 restraining the company from allowing fts refuse to flow into the White river, came up for trial before Judge Baker yesterday. The opening statement of the attorneys in the case gave an outline of what the Water Company expects to prove in the matter. A. C. Harris and Baker & Daniels appeared for the Water Company, and John W. Kern for the strawboard company. In opening the case, Mr. Harris said he expected to show that the dam had been broken by human agency, but that he did not expect to prove who did the work and whether it was ordered by the superintendent of the strawboard works, but he contended that if it were in that the dam was cut by any person the court should impose the penalty for violating the injunction. Considerable ing the general conditions surrounding the case. It was stated that the works discharged into the pond it had built after the order of the court, about 3,000,000 gallons of filthy water each day, and that the time was not far off when it, would become necessary to close the factory or provide some other means for the disposal of the refuse. In concluding his statement Mr.

"I hope to be able to show, and I think I shall be able to do so that the people connected with the strawboard works were cognizant of the fact that this bank would some time break in the way it did, and would allow the pent-up refuse to escape. The pond was full; they had to have relief. They were in a position where the bank had to break. If I can show that the bank was destroyed by human the bank was destroyed by human agency without being able to point certainly to the very hand that did the deed, I shall demand of the court that the penalty for violating file injunction of the court be enforced. Fowant also to say that I do not believe that there will be any contention by the other side that this levee was destroyed by a storm,"
In reply, John W. Kern, for the straw-board company, said it was not a fact that the company was in a condition that it would soon be compelled to find another place for its refuse. He said that while the pond was almost full, the evaporation during hot weather was sufficient to cause little if any actual increase in the amount of refuse in the pond. He also briefly re-viewed the history of the former litiga-tion, the result of which was the injunction that is now in force. In compliance with this injunction, he saids the strawboard company had built a strong levee with the knowledge of the directors of the water works and the citizens of Indianapolis, and that as the levee settled and shrubs grew that as the levee settled and shrubs grew in it, it became stronger. His argument showed that he would maintain that unless it were shown that the break of the levee was caused by the acts of the managers or by their instructions or cognizance, the strawboard company could not be held guilty of violating the injunction.

The taking of evidence did not develop much of importance during the day. There were a number of witnesses introduced to show the condition of the river immediately after the break of the levee, but the de-

show the condition of the river immediately after the break of the levee, but the defense said the pollution of the river would be admitted. Mr. Harris insisted that the evidence as to those facts be placed before the court and it was done. The most important evidence during the day was that given by Stonewall Higgs, an employe. He is a colored man who was employed in May to build a new levee at the south end of the old canal bed, which adjoins the big pend, and to cut the old levee so as to allow a part of the refuse to escape into the canal bed, which was added to the reservoir to give more room. While doing this work, he noticed one day that some small children were playing on the levee at the point where the big break occurred. They appeared to be playing in a ditch on top of the bank. He made an examination and found a break in the levee nearly two feet deep through which the nearly two feet deep through which the filth was running. He gan to the factory and reported the break to the superinten-

dent, who said:
"For God's sake get down there and stop
it; we don't want anything of that kind Gathering a bale of straw he rushed to the break and threw it in to momentarily stop the flow of water. With the straw to hold back most of the water, he succeeded in filling up the trench. This was about a week or ten days before the final break. He did not know, but he thought the place looked as if it might have been cut. He did not know of the final break until he reportd for work the morning after it occurred. During the morning two small boys testi-fied that they had been fishing on the river the night of the break and had heard a noise like the explosion of a bomb, but they supposed it was some one dynamiting fish and had paid little attention to it.

In connection with the evidence given by Dr. Bates, that he had noticed several times during the last two years that the water of the river was darker than at other water of the river was darker than at other times, and that some of the fish died, the evidence of a tenant on the farm adjoining the portion of the canal recently made a part of the reservoir. Was of considerable interest. He said that at the north end of the old canal bed there is no levee because the ground slopes up to a point high enough to make a levec unnecessary. When this part of the canal bed was brought into use, the refuse backed up so it filled an old well on his place from which he had formerly watered his hogs. He noticed afformerly watered his hogs. He noticed after that, that every morning the refuse in the canal bed portion of the reservoir had receded down the slope several feet. This, he thought, would not indicate a very great fall in the level of the reservoir, because the ground was sloping very gently. He had never investigated the cause of the lowering of the water each night, and could give no reason for it. He understood that the mill discharged as much refuse at night as during the day, while at night there was little if any evaporation.

There are about fifty witnesses waiting to be examined and at the rate the case is progressing it will be several days before the end comes. It is understood that there will be some sensational evidence before the water company is done offering testimony in support of its side of the case,

NO MORE SLOT MACHINES.

One Conviction Agreed On and Other Cases Dismissed. Yesterday the cases against druggists and cigar dealers for maintaining slot machines were finally disposed of. The disosition was by agreement. The leading newspapers of the city and several ministers and members of the Good Citizens' League had advocated that the ends of justice had been fully served when the machines were taken out and the owners igreed that they would no longer fight the constitutionality of the law under which the indictments were returned. Prosecuting attorney Wiltsie concluded that this was the right view of the matter, but held Edward Cost, general freight agent of the Big Four, is in the city on official business.

W. B. McClellan has been appointed general passenger agent of the Hoosac Tunnel & Wilmington, in Vermont.

E. A. Ford, general passenger agent of the Pennsylvania lines west of Pittsburg.

tials were recognized more than a year age to get the Canadian Pacific into the Western roads in order to get the Canadian Pacific into the Western emigrant clearing house. The trunk lines have never recognized them, however, and the Western roads will now make common mitted to the court of not guilty in one of the three cases never recognized them, however, and the Western roads will now make common mitted to the court of safety and fined him \$25 and costs. Upon the Pennsylvania lines west of Pittsburg.

At the test near Pittsburg of the Baldment of the fine the other cases were not-

hied by the State. The others under indict-ment were George A. Werbe, Henry Huder, Herman Adams, Charles Cotton, Samuel Pearson, Isaac Klingensmith, Henry C. Pomeroy, Arthur and John Nayin and

NICHOLSON APPEAL CASES.

Two Saloon Keepers Glad to Have Them Dismissed in Criminal Court. There are about thirty cases pending in the Criminal Court which were appealed from the Police Court on conviction for violating the provisions of the Nicholson law. They have remained in the Criminal Court awaiting the decision of the Supreme Court on the law. Yesterday R. S. Purs-ley and Martin Matz asked that their ap-peals be dismissed and they be allowed to settle their fine as adjudged in the Police Court. This was agreed to by Prosecutor Wiltsie and they paid their fines. The other cases will be taken up immediately by the court, unless the defendants come forward and ask a dismissal of the appeals and pay their fines.

The Interminable Cordes Case. An amended complaint in the divorce ease of Augusta Cordes against Herman Cordes was filed yesterday. It alleges that Cordes has treated his wife as a servant during their twenty-six years of married life and at one time proposed that she live in a small house in the rear of the lot on which the family home stands. They have had fourteen children, the oldest being twenty-one years of age and the youngest eight. She alleges that through the joint efforts of herself and husband they have accumulated between \$50,000 and \$75,000 and asks a proper allowance for allmony.

Another Christian "Worker." Thomas McEwan was sent to the workhouse yesterday by acting Police Judge Water Company, on account of an alleged | Rochford. It will take him thirty-one days to work out his fine and sentence. He was charged with vagrancy. A year ago he came to this city, pretended to be a minister and secured assistance from several of the preachers of the city. A week ago he reached the city again and applied to Rev. George Hicks, this time being a Christian minister. Mr. Hicks was suspicious of him and reported the matter to the police. Saturday he was found drunk in a saloon by detectives Kinney and Richards.

Says She Is an Opium Flend. William C. Twente yesterday brought suit for divorce from his wife, Mary C. Twente. He alleges that she has been adicted to the se of opium and whisky to such an extent that she is seldom sober; that she has a playful manner of throwing the dishes and other articles of household use at his head when he is not inclined to submit to men in a manner that should be distasteful to a married woman, and that she seeks

His Divorced Wife Remarried. Yesterday William Gates brought sult igainst his former wife, now Mrs. Estella Smallwood, for a modification of the decree of the court in granting their diverce. The decree required him to pay \$8 a month for the support of their child and gave him permission to visit it at any reasonable time. Recently his former wire has remarried and she now refuses to receive any money from him or to allow him to see the child He asks that he be given the custody of the

Court Notes.

The will of George F. Branham was filed for probate yesterday. He leaves all of his real estate to his wife, A. N. Branham, and his personal property to his son, George E. Branham.

Charles Keiffel yesterday sued the Big Four Railroad Company for \$15,000 for in-juries received at the crossing of Mis-souri street and Kentucky avenue. He was walking and, in looking in one direction to avoid an engine, was struck by a Big Four

THE COURT RECORD. Superior Court. Room 1-John L. McMaster, Judge At the call of the docket there were 111 cases dismissed and two decrees taken.

Daniel S. Duntop vs. Bertha Wittel; foreclosure. Judgment for plaintiff for \$896.45 Anson Hogan vs. Francis Whitehead mechanic's lien. Judgment for plaintiff for

W. H. Coleman Company vs. The Alle-mania Fire Insurance Company; policy. Or trial by court. Room 2-Lawson M. Harvey, Judge. Kingan & Co., limited, vs. Monon Rallroad Company; injunction. Dismissed and John S. Smock vs. Samuel Dawson; re-plevin. Dismissed. Judgment against each party for one-half of costs. People's Outfitting Company vs. W. Beard; appeal. On trial by court.

Room 3-Pliny W. Bartholomew, Judge. Mosely Smith vs. C., C., C. & St. L. Railroad Company; damages. Finding for M. B. Randerson vs. Robert E. Randerson; divorce. Evidence heard. Court takes it under advisement. Annie E. Smith vs. Citizens' Street-rail-road Company; damages. Dismissed and costs paid. Charles A. Wilson vs. Grand Hotel Company: from Nickerson, justice of peace. Dismissed and costs paid.

Webb, Jameson & Co. vs. Ambrose Hamlyn et al.; foreclosure. On trial by court.

Walter J. Hubbard vs. J. B. Walker et al.; note. Finding and judgment for plaint-

Orlena Smock vs. H. J. Everett et al. appeal bond. Finding and judgment for plaintiff for \$90,75. Criminal Court. J. F. McCray, Judge.

State vs. Fletcher Williams; petty eny. Fined \$1 and one day in State vs. Jacob Barber et al.; assault and pattery. Not guilty. State vs. Patsy Moran; petty Jarceny bling device. Guilty. Fine \$25. State vs. Trustine K. Igoe (two cases) denry Huder, George A. Werbe, Herman J. Adams, Charles Cotton, Samuel Pearson, Isaac Klingensmith, Henry C. Pomeroy, Arthur and John Navin, Isaac Heims, keeping gambling device. Nollied by States State vs. R. S. Pursley; violating Section 3 of Nicholson law. Appeal dismissed and State vs. Martin Matz; violating Section 3 of Nicholson law. Appeal dismissed and

-Superior Court:-William Wooden vs. Lula Wooden; di William M. Gates vs. Estella Smallwood; william Twente vs. Mary C. Twente; di-Home Savings Association vs. Charles Cropper et al.; foreclosure, Room 3. Home Savings Association vs. John S Alexander et al.; foreclosure. Room 2. Amelia H. Litzing vs. Leopold Litzing divorce. Room I.

John C. Fullenwider vs. Charles N. Kellog et al.; on account. Room 2.

Charles Reiffel vs. C., C., C. & St. L.

Railroad Company; damages. Demand, Mary S. Hardin vs. William D. Hardin divorce. Room 3.

SUBURBAN AFFAIRS

proprietors of the crap game raided by officers' Stoddard and Mulberger, of the West Indianapolis police force last Saturday night, was called in Magistrate Herig's court yesterday and a continuance was granted them until next Monday.

A rumor to the effect that Grover Purcell, the twelve-year-old boy struck on the head with a stone by Claude Sangston, aged fourteen, last Thursday morning, had died and that Sangston had been confined in jail, set Brightwood gossips by the ears yesterday afternoon. Investigation, however, showed that young Purcell Instead of being dead is rapidly recovering from the effects of the wound inflicted by Sangston. The witnesses and participants in the affair have been subpensed to appear at the trial of Sangston, which has been set for next Thursday. The revolver drawn by Sangston upon Purcell belonged to Charles Cody, who is about fifteen years old, and Mr. Cody says that he intends to prosecute the local dealer who sold the cartridges to the boys.

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